

The Palm Grove Neighborhood Historic District

DESIGNATION REPORT



City of Miami

REPORT OF THE CITY OF MIAMI PRESERVATION OFFICER
TO THE HISTORIC AND ENVIRONMENTAL PRESERVATION BOARD
ON THE POTENTIAL DESIGNATION OF THE
PALM GROVE NEIGHBORHOOD
AS A HISTORIC DISTRICT

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Reviewed and Edited by:	Ellen J. Uguccione Preservation Officer
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Resolution Number	<u>HEPB-2009-12</u>

¹ The original reports and individual site file forms are on file with the City of Miami Planning Department Historic Preservation Section.

TABLE OF CONTENTS

I.	General Information	4
II.	Significance / History	7
III.	Predominant Architectural Styles	13
IV.	Planning Context	18
V.	List of Contributing and Non-Contributing Properties	19
VI.	Bibliography	27

I. GENERAL INFORMATION

Historic Name:

A part of this district is located in the 19th century settlement of Lemon City, an important shipping port before Miami's incorporation (1896). While Lemon City had no "official" boundaries, author Thelma Peters' places its point of beginning at and near the present NE 61st Street. While there is evidence of sporadic settlement dating back to the mid-19th century, the first mention of Lemon City in the public record occurs in December, 1889.² Today, there is virtually nothing left standing from the community, with the exception of the Dupuis Medical Office and Drugstore, located at 6041-45 NE 2nd Avenue, built in 1902.

Current Name:

Palm Grove Neighborhood

General Boundaries:

The area is generally bounded on the north by the Little River; on the south by NE 58th Street; on the east by the rear property lines of the buildings fronting Biscayne Boulevard; and on the west by the FEC Railway.

Description

The boundaries of this district include approximately forty blocks within Miami's Upper East Side. The Biscayne Boulevard/ MiMO Historic District is immediately east of the proposed historic district.

The following describes the breakdown of those properties which are found to contribute to the character of the historic district, and those that are found not to contribute either because:

- a. Through alterations/ additions the original character of the property is no longer discernible
- b. The resource falls outside of the period of significance.

Number of Contributing Resources:	342
Number of Non-Contributing Resources:	<u>224</u>
(Total improved properties)	566
Vacant Lots	47
Parking Lots	6

² Thelma Peters. *Lemon City, Pioneering on Biscayne Bay 1850-1925* (Miami: Banyan Books) 1976. 20

Period of Significance

1921-1959

Present Owners

Multiple, Individual Addresses and Folio Numbers
Available in the Planning Department, Historic Preservation Section

Present Use

Residential and Liberal Commercial

Zoning District (s)

R-3

C-2

Classification

Historic District

Tax Folios

Multiple Numbers, A complete list of tax folios is available in the Planning Department



II. SIGNIFICANCE / HISTORY

Summary Statement of Significance

The Palm Grove Neighborhood is worthy of local historic district designation primarily for its portrayal of the growth and development of Miami from the 1920s to the late 1950s, as it embodies dwellings that display popular styles of the period. Characterized by single-family and multifamily dwellings as well as warehouses, the original residents were generally from the middle classes, and their homes were modest in terms of size and design. The neighborhood was initially platted in the 1920s, but many of the lots remained undeveloped as the Florida Land Boom came to an abrupt end in 1926. By the mid-1930's another wave of construction began lasting well into the 1940s as returning servicemen and women took advantage of government-insured loans. By the mid-1950s the majority of lots within the neighborhood had been developed, illustrating the rapid growth and expansion occurring in the city into this period. As a result, the Palm Grove Neighborhood contains a significant collection of residential architecture from the early to mid-20th century. The district includes a collection of one-story Mediterranean Revival homes; apartments that express Art Deco detailing; and a wider variety of the form known as "Minimal Traditional" and Ranch, which characteristically employed decorative detail gleaned from other stylistic vocabularies which include: Craftsman, Art Deco, and Art Moderne.

A Brief History

Miami, incorporated in 1896, was at that time, a settlement encompassing approximately two square miles. By 1913 the city had expanded to sixteen square miles, and by the end of the unprecedented real estate boom of the 1920, the city had grown to some forty-three square miles.³ The timing, individuals or companies involved, and platted landscapes of the subdivisions included in the Palm Grove Historic District are typical of the development that occurred during this last period of rapid expansion from 1921 to 1926.

Some portions of the area included within the Palm Grove Neighborhood are located in one of the area's earliest settlements --- Lemon City. Two homesteading families likely began living in the area where modern NE 61st Street reaches Biscayne Bay in the 1870s. By the time they obtained legal title to the area in 1890, they had already begun to sell parcels of it. Newcomer to the area E. H. Harrington purchased 11 acres for a subdivision dubbed Lemon City. The name stuck, and began to be used for both the subdivision and the backcountry surrounding it.⁴

³ Aristides J. Millas, "Miami," in *Miami's Historic Neighborhoods: A History of Community*, ed. Becky Roper Matkov (San Antonio: Historical Publications Network, 2001), 20.

⁴ Thelma Peters, "History," on file at City of Miami Planning Department, a1.

Lemon City provided the only deep water access at the time and developed quickly as a major shipping port along the Florida coast. As the local population grew and people constructed other subdivisions, they began to build roads and businesses. By 1895 Lemon City had grown to include a sawmill, blacksmith shop, two hotels, a few saloons, a restaurant, stores, a real estate office, and some eighty houses.

Around the turn of the century, Lemon City began expanding westward. The railroad came through in 1896, and a 1902 rock road along modern NE 2nd Avenue connected Lemon City to Miami and its newly developed railroad and steamboat shipping operations. While a vibrant community at its beginnings, ultimately with the option of the deep water port of Miami, Lemon City became less an economic focal point. Lemon City along with the 19th century settlement of Coconut Grove was incorporated by the City of Miami in 1926. Little remains from the Lemon City settlement today.

Miami's second period of development, from 1913 to 1920, was defined by continued growth. The Dixie Highway, the first continuous paved route from the Midwest to the Southeast, terminated in Miami in 1915.⁵ The accessibility of Henry Ford's Model "T", the growth of the railway system, and the continuing improvement of the roads set the stage for the waves of Americans who came to Florida in the 1920s, seeking to buy their own small piece of paradise.

By 1920, had women received the right to vote, prohibition became law and more than 23 million cars took to the newly built highways. The "Roaring Twenties" had arrived, and Florida was at its epicenter.⁶ The volume of real estate transactions was nothing short of phenomenal, as streets were crowded with real estate entrepreneurs and ships and trains moved non-stop into the ports and stations with building materials. At one point the FEC Railway closed the train tracks to nothing but perishables, as the weight of the lumber had done serious damage to the tracks. New cities were created almost overnight, among them the Glenn Curtiss' developments of Opa Locka, Hialeah and Miami Springs and George Merrick's Coral Gables. Commercial high-rise development was in high gear north of the Miami River in the commercial downtown, while estate homes on Brickell Avenue (then nicknamed Millionaire's Row) rose south of the river.

Significantly, the plats that are included within the Palm Grove Neighborhood were filed during this period. They are: Bay Shore, 1922; North Gate, 1922; Morningside, 1924; Baywood, 1921 and Federal Way, 1926.

⁵ Millas, "Miami," 19 – 21.

⁶ Samuel D. LaRoue Jr. and Ellen J. Uguccioni. *The Biltmore Hotel—An Enduring Legacy*. (Miami: Centennial Press) 2002. 13

The Development of the Palm Grove Subdivisions

With a freight embargo, the default of loans, a devastating hurricane, and continuing criticisms from the press, Florida's seemingly unstoppable boom, came abruptly to an end. By 1926 the future was indeed gloomy, and some of those early cities which had borrowed heavily by issuing bonds, encumbering themselves with great debt, found themselves bankrupted when they could not pay even the interest due of the bond issue. In 1929, as the nation entered the depression, Florida had already endured a painful downturn, but experienced a better economy sooner than the rest. Tourism proved a major industry, and helped the region rebound economically and avoid many affects of the Great Depression.⁷

The Palm Grove neighborhood owes its existence to five residential developments platted during the early 1920s. Furthest south in the proposed district is Bay Shore. The Bay Shore Investment Company received city and county approval in 1922 to construct Bay Shore; its unit's one and four were platted in the six blocks between modern NE 54th Street, Biscayne Boulevard, NE 60th Street and the railroad tracks. The Delaware-based company's Mid-Atlantic roots reflected in their choice of street names such as Piedmont, Albemarle, and Potomac, but they also included names that reflected the area such as Biscayne and Hibiscus.⁸

Above Bay Shore was the subdivision of North Gate. North Gate's plats show plans for 176 lots located along and between modern NE 60th Street (then called Virginia Street), Biscayne Boulevard, (East Dixie Highway), NE 65th Street (Kanawha Street), and NE 4th Court (Harriman Avenue). The city and county approved the North Gate development plans offered by C. J. Pearson, President of the West Virginia-based C. J. Pearson Company, in 1922.⁹

Morningside was north of North Gate. Its founders, a married couple named L. E. and Carrie E. Edwards, received city and county approval for the development in 1924. The notary public examined Carrie E. Edwards independently to insure that she acted "without any constraint, compulsion, apprehension or fear of or from her said husband." Morningside's plat included 200 lots along and between NE 66th Street, modern Biscayne Boulevard (East Dixie Highway), the southern side of NE 69th Street, and NE 4th Court.¹⁰

⁷ Becky Roper Matkov, ed., *Miami's Historic Neighborhoods: A History of Community* (San Antonio: Historical Publications Network, 2001), 213.

⁸ Clerk, Plat 5, Clerk, Plat 15, and Clerk, Plat 16.

⁹ Clerk, Plat 8 and Clerk, Plat 9.

¹⁰ Clerk, Plat 12.

Above Morningside was Baywood, the earliest of the five developments to receive city and county approval. In 1921, Miami and Dade County authorized The Krames and Carlett Company and L. E. and Carrie E. Edwards to begin their plans for 94 lots north of NE 69th Street (then called Minerva Drive), Biscayne Boulevard (East Dixie Highway), NE 71st Street (Baywood Drive), and NE 4th Court (3rd Street). Along the southern edge of modern NE 71st Street, the Baywood development continued to the edge of Biscayne Bay.¹¹

Federal Way was the furthest north of the five subdivisions. Bounded by NE 71st Street, Biscayne Boulevard (6th Avenue), NE 79th Street, and the railroad tracks, it constituted the largest development within the proposed Palm Grove Historic District. O. W. and W. C. Ewing, from Dade County and another husband and wife team, received approval for their development in 1926. Federal Way was, thus, also the last of the developments included in the proposed district.¹²

The development of Bay Shore, the southernmost of the historic developments included in the proposed Palm Grove Historic District, is a case study for Miami boom development patterns. James H. Nunnelly, who owned a candy company, turned real estate developer early in the decade. He founded the Bay Shore Investment Company in Delaware; it was one of several out-of-state companies eager to take advantage of the frenzied development in south Florida. The company's subdivision in its entirety crossed modern Biscayne Boulevard to plat the area between modern NE 54th Street, Biscayne Bay, NE 60th Street, and the railroad tracks. In 1922, Nunnelly launched the Bay Shore subdivision.¹³

The investment company billed Bay Shore as south Florida's "most superior development." Amenities included paved roads, sidewalks, swales, medians, underground telephone and electric wiring, storm sewers, gas lines, streetlights, fresh water supplied by a well and pumping station, and underground conduits. The company planted 4000 trees and landscaped the parkways with bougainvillea, palms, coleus, and St. Augustine grass. A master architect stipulated setbacks and lot frontages.¹⁴

Prominent architects with important local credits designed some of the early Bay Shore houses. Robert Law Weed, who designed part of the 1929 Sears building north of downtown Miami; L. Murray Dixon, heavily involved in Miami Beach design work; H. George Fink, who worked with George Merrick in the design for

¹¹ Clerk, Plat 5.

¹² Clerk, Plat 14 and Clerk, Plat 25.

¹³ Gail Meadows and William E. Hopper Jr., "Morningside and Bay Point," in *Miami's Historic Neighborhoods: A History of Community*, ed. Becky Roper Matkov (San Antonio: Historical Publications Network, 2001), 38.

¹⁴ *Ibid.*

Coral Gables; Kiehnel and Elliott, the Pittsburgh architectural firm which designed Miami's Scottish Rite Temple, Miami Beach's Carlyle Hotel, and Coral Gables' Congregational Church; V. H. Nellenbogen, responsible for the Savoy Plaza and the renovation of Miami Beach's Sterling Building; and Marion Manley, Florida's first female registered architect. The greatest expansion of the Bay Shore neighborhood occurred between 1936 and 1941. Deed restrictions reminiscent of those used Bay Shore's initial development insured architectural continuity in these new sections.¹⁵

Quality materials and a unified character were also characteristic of the development. Nunnely mandated concrete construction. Most houses used three-hole concrete block, a higher grade than the two-hole block variety typically used in modern construction. All had a stucco, stone, or ornamental cement exterior and tile roofs. Interior walls used Dade County pine with cypress lath covered with two coats of plaster. The average cost per house, \$7000, was "an insurance to every purchaser that he will be as proud of his neighbor's fine home as he is of his own," according to the advertisements for the neighborhood.¹⁶

The Residents

As the decades passed, Miami's growth was to continue unabated through 1959 (the end of the district's period of significance.) City directories from the period provide information about the ethnic, professional, and marital background of Palm Grove residents during its period of significance. Surnames of 1931 residents demonstrate predominately Anglo ancestry with a healthy minority of residents with German names. George T. and Adeline V. Mann, Charles J. and Edith Joiner, Frederick J. and Esther Marshall, William F. and Betty Frantz, and Joseph and Helen Muller are examples. Residents held a variety of occupations. Tradesmen were well represented in 1931 Palm Grove. At 5946 NE 4th Court, carpenter Jesse J. Rogers lived with his wife, Anna. Auto mechanic William M. Mettair and wife Mary lived at 7801 NE 4th Court.

Executives, also, made their homes in Palm Grove. The president of Ideal Dry Cleaning, Ralph D. Hutchinson, and his wife June lived at 5900 NE 5th Avenue. At 553 NE 75th Street lived Winifred C. Ewing and her husband Orville W., president of Morrow, Becker, and Ewing, Incorporated. Some worked in real estate, the profession that so marked the preceding decade. Dorothy O. Scott lived at 598 NE 56th Street with her husband Paul R., the president of Biscayne Boulevard Company and New Miami Shores Corporation and treasurer of M. R. Harrison Construction Company. Service workers, such as Frederick J. Marshall, a clerk at A & P Tea Company, made their homes in Palm Grove. Asbury Griffith, an

¹⁵ Ibid, 18 – 25.

¹⁶ Ibid, 38-39

auditor who lived with his wife Margaret at 536 NE 77th Street, represented the professional class in Palm Grove. With some exceptions of single men or women, most residents were married and typically the husband in these partnerships supported the couple financially. Few women in the neighborhood were listed as having occupations.¹⁷

The 1941 City Directory indicates similar patterns for the following decade. Anglo names such as Dean Clark, at 445 NE 55th Street, Robert E. and Nan Cook at 469 NE 58th Street, and Theodore Potts at 450 NE 59th Street are in the majority. Professions continued to be mixed, but employment of one marriage partner, typically the husband, or of single residents was the norm. Occasionally both marriage partners listed a job. A barber lived at 560 NE 61st Street, the president of the Civic Bar Association at 577 NE 62nd Street, a salesman at 425 NE 63rd Street, and an engineer at 578 NE 64th Street. Hilda Scruggs, a teacher at Ojus Elementary School living at 537 NE 66th Street, represented the minority groups of single professionals and single women in the neighborhood. The presence of a few widows or widowers without listed employment suggests that retired people were also Palm Grove residents.¹⁸

By 1957 there was an increase among professional or executive residents. Palm Grove seems to have grown in wealth over the decades. Residents in this year can be categorized in similar categories to those observed in earlier directories as predominately Anglo or Saxon in ancestry, largely employed, and predominately married. An observable minority of single residents is still apparent. Marvin Maher was a single music teacher living at 5808 NE 4th Court. Maurice and Melba R. Goldman, living at 5920 NE 4th Court, did not list jobs and may have been retired. Lee V. Sexton was a dentist who lived with his wife Margaret at 5955 NE 4th Court. Further north at 580 NE 71st Street were Alvah G. and Mae W. Bondie; Alvah owned Marion's Fruit Shippers. Louise P. Freeze, resident at 493 NE 72nd Street, was an underwriter with Langston and Company. James H. Chance, an architect for Steward and Skinner, lived with his wife Vera at 444 NE 74th Street.¹⁹

¹⁷ Miami City Directory, 1931.

¹⁸ Miami City Directory, 1941.

¹⁹ Miami City Directory, 1957.

Relationship to Criteria for Designation

The Palm Grove Neighborhood Historic District has significance in the historical and architectural heritage of the City of Miami; possesses integrity of design, setting, materials, workmanship, feeling and association; and is eligible for designation under the following criteria:

Criteria #3: Exemplify the historical, cultural, political, economical, or social trends of the community.

Criteria #4: Portray the environment in an era of history characterized by one or more distinctive architectural styles, or period, or method of construction.

Criteria #5: Embody those distinguishing characteristics of an architectural style, or period, or method of construction.

III. PREDOMINANT ARCHITECTURAL STYLES

The Palm Grove Neighborhood is replete with residences and multifamily dwellings that express the popular architectural “fashion” of the time. The following lists some of the most commonly found styles in the neighborhood.

Spanish Colonial / Mediterranean Revival (Popular between approximately 1915 – 1940)

In Florida, the similarities between its climate and that of the Mediterranean determined not only a theme for the architecture of these new Boom-time communities, but also provided a wealth of form and detail inspired by the countries surrounding the Mediterranean Sea, and particularly Italy, Northern Africa and Spain. The style lent itself not only to the larger, sprawling and elaborate homes of Palm Beach and Coral Gables, but to smaller homes as well.



5946 NE 4th Court

Typical Characteristics:

- multiple roof slopes (i.e. combinations of hips, gables, and flat)
- masonry construction and stucco exteriors
- asymmetrical plan
- barrel tile roofs
- round arches
- porte-cocheres
- balconies

- sleeping porches
- use of decorative cast ornament such as cast iron railings
- scrolled or stepped parapet

Art Deco (Popular between 1920 – 1940)

At a time when architecture was at a crossroads, when “modern” designers were rejecting the historicist styles of the past, Walter Gropius and Mies van der Rohe were experimenting with what became known as the “International Style.” The style was pure geometry; relationships of form, and the renunciation of decorative elements.

Not surprisingly the Art Deco style developed at the same time and can be also considered modern, but one which employed ornament to their advantage. The emphasis in Art Deco design was in its streamlined, simple geometry, planar walls and the frequent use of flat roofs.

Typical Characteristics:

- Symmetrical or asymmetrical plan generally with a vertical emphasis.
- Central emphasis, often with a projecting parapet
- Ornamentation may be incised or in relief, ranging from organic forms, to geometric shapes, and often use motifs that reflect the local environment
- Glass Block and circular windows are common



572 NE 67th Street, 1936

Ranch House Style (Popular between approximately 1935 – 1970)²⁰



6820-22 NE 5th Avenue, 1952

Typical Characteristics:

- One story
- Low pitched gable roof
- Little overhang to roof eave, often with a boxed cornice
- Horizontal, rectangular, “L” or “U” shaped plan
- Longitudinal Placement on the Lot
- Long, low to the ground
- Windows: double hung, sliding, picture windows
- Attached garage, usually on the front
- Few interior walls
- Lack of decorative details
- Often decorative shutters at the windows
- Decorative iron or wooden porch supports

The ranch house owes a debt to the Prairie and Usonian houses created by Frank Lloyd Wright and to the Bungalow styles of the early 20th Century. Californian Cliff May (a licensed building designer, and formally an architect only in the last years of his life) is generally credited with building the first Ranch style house in San Diego California in 1932.²¹

²⁰ Uguccioni, Ellen J and Antolin Carbonell, A Resurvey of the El Cid Historic District, West Palm Beach, Florida, Unpublished manuscript, City of West Palm Beach Planning Department, 2007

²¹ Gallegos, Laura. Cliff May and the California Ranch House, Sacramento, California State University, 2005.

After World War II because of the need to house millions of returning servicemen, the ranch house attained a high level of popularity because they could be mass-produced, economically. Typically the homes featured “walls” of sliding glass doors leading to a patio that connected the resident to the outdoors. The popularity of the type grew exponentially leading *Architectural Digest* critic Alan Hess to remark:

The ranch house is the poor stepchild of American architecture. Unpretentious, low-slung, cranked out like Big Macs by tract-house builders in the 1950s, it was America’s most widely built single-family home its very success casting a spell that doomed it to invisibility.²²

Witold Rybczynski, an architectural critic of some renown, also wrote about the Ranch House, adding a different perspective.²³ He explains that while today, we view the Ranch as the ultimate in conservative taste; that at its introduction, this house type represented a radical departure from previous taste. All the rooms were on one floor, the layout open and casual, wood paneling was used instead of wallpaper and room dividers replaced interior walls.

The exteriors reflect a decidedly contemporary impression; there were no steep roofs, dormers, or porches, except for a slight overhang to the roof on occasion that provided some protection from the weather. By 1950, the Ranch house accounted for **nine out of ten** new houses.

Minimal Traditional (Popular between approximately 1935 – 1950)



5900 NE 4th Court, 1937

²² Hess, Alan. “Romantic Mandalay: Recalling the Architect’s Dream House in West Los Angeles.” *Architectural Digest*, Special Edition (2005): 296-301.

²³ Rybczynski, Witold, “How America Fell in and Out of Love with the Ranch House,” *Slate Magazine*, (<http://slate.com/id/2163970/>)

Author's Virginia and Lee McAlester are generally credited with coining the term "Minimal Traditional" in their widely popular book "*A Field Guide to American Houses.*" The authors' developed nomenclature for previously unnamed housing types that are a product of the modern age.

Though not considered a "pure" or "high" style of architectural design, rather it is a sub-type under what the authors characterize as "Eclecticism" in the decades after 1940.

Typical Characteristics:

- One story
- Low roof slopes
- Prominent chimney
- Portions clad with brick or stone veneers
- Projecting bay (s) with a front facing gable
- Roof overhang creating a small porch

IV. Planning Context

Setting

The neighborhood is located on the west side of Biscayne Boulevard, and east of the FEC Railway. The defined area consists primarily of single-family homes, duplexes, four-plexes and some apartments. The Upper East Side of Miami is rich in history and design, and includes three of Miami's historic districts: the Miami Modern (MiMo)/ Biscayne Boulevard Historic District; Morningside Historic District; and the Bayside Historic District.

Preservation Incentives:

Historic district designation will further enhance the stability of the neighborhood. Design review of new construction that may be built in the neighborhoods will assist in maintaining aesthetic harmony. Further, for owners of single-family residences as well as income producing properties there is an ad valorem tax incentive for improvements in both Miami and Miami-Dade County.

V. LIST OF CONTRIBUTING AND NON-CONTRIBUTING PROPERTIES

LIST OF CONTRIBUTING PROPERTIES

Number	Street	Date
5801	NE 4 CT	1935
5808	NE 4 CT	c. 1920
5900	NE 4 CT	1937
5910	NE 4 CT	1947
5920	NE 4 CT	1948
5927	NE 4 CT	1940
5930	NE 4 CT	1950
5946	NE 4 CT	1925
5947	NE 4 CT	1924
5955	NE 4 CT	1941
5966	NE 4 CT	1940
5969	NE 4 CT	1925
6101	NE 4 CT	*
7225	NE 4 CT	*
7303	NE 4 CT	1941
7501	NE 4 CT	1956
5900	NE 5 AV	1925
5917	NE 5 AV	1938
5927	NE 5 AV	1936
5928	NE 5 AV	1938
5935	NE 5 AV	1938
5938	NE 5 AV	1923
5945	NE 5 AV	1939
5946	NE 5 AV	1927
5955	NE 5 AV	1938
5965	NE 5 AV	1949
5973	NE 5 AV	*
5990	NE 5 AV	1949
6122	NE 5 AV	1938
6208 – 6210	NE 5 AV	1940
6322	NE 5 AV	1924
6619	NE 5 AV	1949
6301 – 6303	NE 5 AV	1946
6509 – 6511	NE 5 AV	1956
6601 – 6603	NE 5 AV	1953
6720	NE 5 AV	1955
6820 – 6822	NE 5 AV	1952
6855 – 6857	NE 5 AV	1948
6912	NE 5 AV	1936
7005	NE 5 AV	*

7020	NE 5 AV	1936
7028	NE 5 AV	1936
7100	NE 5 AV	1938
7101	NE 5 AV	1937
7201 – 7203	NE 5 AV	1950
7295	NE 5 AV	*
7301	NE 5 AV	1940
7330	NE 5 AV	1936
7400	NE 5 AV	1940
7410	NE 5 AV	1940
7460	NE 5 AV	1936
7500	NE 5 AV	1939
7501	NE 5 AV	1938
7520	NE 5 AV	1954
7530	NE 5 AV	1954
7575	NE 5 AV	1946
7650	NE 5 AV	1950
7715	NE 5 AV	1937
5964	NE 5 CT	1936
5984	NE 5 CT	1934
467	NE 58 ST	1935
469	NE 58 ST	1939
450	NE 59 ST	1938
460	NE 59 ST	1938
470	NE 59 ST	1938
482	NE 59 ST	1935
486	NE 59 ST	1939
592	NE 60 ST	*
411	NE 61 ST	*
412	NE 61 ST	*
421	NE 61 ST	*
500	NE 61 ST	1947
564	NE 61 ST	1924
575	NE 61 ST	1936
410 – 414	NE 62 ST	1954
444	NE 62 ST	1939
450	NE 62 ST	1938
455	NE 62 ST	1949
489 – 491	NE 62 ST	1939
500	NE 62 ST	1939
501	NE 62 ST	*

510	NE 62 ST	1939
511 – 515	NE 62 ST	1937
518 – 520	NE 62 ST	1948
540	NE 62 ST	1946
541	NE 62 ST	1947
559	NE 62 ST	1937
577	NE 62 ST	1925
578	NE 62 ST	1951
424	NE 63 ST	1938
428	NE 63 ST	1937
436	NE 63 ST	1937
440	NE 63 ST	1947
455	NE 63 ST	1924
462	NE 63 ST	1935
500 – 510	NE 63 ST	1937
515	NE 63 ST	1937
525	NE 63 ST	1947
540	NE 63 ST	1950
547	NE 63 ST	1938
550	NE 63 ST	1945
555	NE 63 ST	1936
567	NE 63 ST	*
576	NE 63 ST	1925
424	NE 64 ST	1955
431	NE 64 ST	1950
436 – 438	NE 64 ST	1955
439	NE 64 ST	1926
446	NE 64 ST	1925
454	NE 64 ST	1936
455	NE 64 ST	1923
462	NE 64 ST	1925
463	NE 64 ST	1926
499	NE 64 ST	1932
509	NE 64 ST	1936
510	NE 64 ST	1938
516	NE 64 ST	1936
528 – 530	NE 64 ST	1957
537	NE 64 ST	1925
538	NE 64 ST	1935
545	NE 64 ST	1954
548	NE 64 ST	1957
553	NE 64 ST	1924
558	NE 64 ST	1946
559	NE 64 ST	1957
564	NE 64 ST	1934
567	NE 64 ST	1939

571	NE 64 ST	1938
578	NE 64 ST	1937
446	NE 65 ST	1924
464	NE 65 ST	1939
503	NE 65 ST	1941
511	NE 65 ST	1937
521	NE 65 ST	1924
524	NE 65 ST	1946
536	NE 65 ST	*
537	NE 65 ST	1924
545	NE 65 ST	1924
546 – 548	NE 65 ST	1946
553	NE 65 ST	1926
565	NE 65 ST	1947
566	NE 65 ST	1925
574	NE 65 ST	1948
575	NE 65 ST	1924
513	NE 66 ST	1937
521 – 523	NE 66 ST	1956
522	NE 66 ST	1925
529	NE 66 ST	1925
530	NE 66 ST	1925
537	NE 66 ST	1925
543 – 545	NE 66 ST	1925
557 – 559	NE 66 ST	1941
565	NE 66 ST	1947
575	NE 66 ST	1925
507	NE 67 ST	1937
508	NE 67 ST	1937
512	NE 67 ST	1938
515 – 517	NE 67 ST	1951
520	NE 67 ST	1937
535	NE 67 ST	1948
536	NE 67 ST	1948
537 – 539	NE 67 ST	1941
543	NE 67 ST	1933
560	NE 67 ST	1955
563	NE 67 ST	1925
572	NE 67 ST	1936
429	NE 68 ST	1953
441	NE 68 ST	1938
477	NE 68 ST	1948
500	NE 68 ST	1940
501	NE 68 ST	1934
511 – 513	NE 68 ST	1949
512 – 514	NE 68 ST	1945

522	NE 68 ST	1925
529	NE 68 ST	1941
535	NE 68 ST	1938
557 – 559	NE 68 ST	1935
560	NE 68 ST	1951
561	NE 68 ST	1936
565	NE 68 ST	1936
567	NE 68 ST	1936
570	NE 68 ST	1937
420	NE 69 ST	1955
435 – 437	NE 69 ST	1949
440	NE 69 ST	1953
444	NE 69 ST	1946
450 – 452	NE 69 ST	1951
470	NE 69 ST	1947
472	NE 69 ST	1947
501	NE 69 ST	1928
511	NE 69 ST	1925
516	NE 69 ST	1948
535	NE 69 ST	1939
536	NE 69 ST	1926
547	NE 69 ST	1939
558	NE 69 ST	1936
560	NE 69 ST	1946
565	NE 69 ST	1928
570	NE 69 ST	1948
420	NE 70 ST	1954
421	NE 70 ST	1929
431	NE 70 ST	1956
453	NE 70 ST	*
454	NE 70 ST	1937
460	NE 70 ST	1937
461	NE 70 ST	1936
480	NE 70 ST	1939
500	NE 70 ST	1937
508	NE 70 ST	1937
513	NE 70 ST	1925
521	NE 70 ST	1924
527	NE 70 ST	1938
528	NE 70 ST	1932
534	NE 70 ST	1923
535	NE 70 ST	1937
537 – 539	NE 70 ST	1937
548	NE 70 ST	*
555	NE 70 ST	1936
565	NE 70 ST	1926

570	NE 70 ST	1925
423	NE 71 ST	1947
428	NE 71 ST	1925
435	NE 71 ST	1941
438	NE 71 ST	1950
440	NE 71 ST	1948
444	NE 71 ST	1941
445	NE 71 ST	1940
510	NE 71 ST	1939
511	NE 71 ST	1938
518	NE 71 ST	1929
523	NE 71 ST	1938
524	NE 71 ST	1944
530	NE 71 ST	1944
540	NE 71 ST	1928
541	NE 71 ST	1939
550	NE 71 ST	1948
555	NE 71 ST	1937
560	NE 71 ST	1928
576	NE 71 ST	1925
582	NE 71 ST	1950
432	NE 72 ST	1939
468	NE 72 ST	1940
477	NE 72 ST	1924
493	NE 72 ST	1936
495	NE 72 ST	1936
500	NE 72 ST	1938
510	NE 72 ST	1939
511	NE 72 ST	1950
518	NE 72 ST	1940
519	NE 72 ST	1937
525	NE 72 ST	1939
528	NE 72 ST	1948
537	NE 72 ST	1936
542	NE 72 ST	1938
543	NE 72 ST	1937
552	NE 72 ST	1926
555	NE 72 ST	1933
563	NE 72 ST	1937
577	NE 72 ST	1925
420 – 422	NE 73 ST	1946
428	NE 73 ST	1951
429	NE 73 ST	1935
433	NE 73 ST	1939
445	NE 73 ST	1937
448	NE 73 ST	1937

451	NE 73 ST	1949
455	NE 73 ST	1939
502	NE 73 ST	1924
513	NE 73 ST	1936
527	NE 73 ST	1938
528	NE 73 ST	1925
543	NE 73 ST	1936
551	NE 73 ST	1936
555	NE 73 ST	1940
565	NE 73 ST	1953
577	NE 73 ST	1938
420	NE 74 ST	1940
425	NE 74 ST	1940
436	NE 74 ST	1937
440	NE 74 ST	1937
446	NE 74 ST	1946
460	NE 74 ST	1925
461	NE 74 ST	1936
470	NE 74 ST	1940
500	NE 74 ST	1938
521	NE 74 ST	1926
537	NE 74 ST	1936
538	NE 74 ST	1936
540	NE 74 ST	1935
549	NE 74 ST	1953
552	NE 74 ST	1935
556	NE 74 ST	1940
565	NE 74 ST	1938
576	NE 74 ST	1947
577	NE 74 ST	1925
425	NE 75 ST	1955
430 – 432	NE 75 ST	1966
437	NE 75 ST	1952
442	NE 75 ST	1937
443	NE 75 ST	1952
446	NE 75 ST	1938
500	NE 75 ST	1951
512	NE 75 ST	1938
520	NE 75 ST	1936

536	NE 75 ST	1937
544	NE 75 ST	1936
553	NE 75 ST	1938
420	NE 76 ST	1956
425	NE 76 ST	1938
439	NE 76 ST	1938
442	NE 76 ST	1941
445	NE 76 ST	1926
454	NE 76 ST	1937
460	NE 76 ST	1937
461	NE 76 ST	1953
469	NE 76 ST	1938
495	NE 76 ST	1948
501	NE 76 ST	1938
505	NE 76 ST	1938
514	NE 76 ST	1936
520	NE 76 ST	1938
521	NE 76 ST	1937
530	NE 76 ST	1939
531	NE 76 ST	1939
534	NE 76 ST	1939
538	NE 76 ST	1939
543	NE 76 ST	1938
563	NE 76 ST	1936
576	NE 76 ST	1939
421	NE 77 ST	1935
426 - 430	NE 77 ST	1938
427	NE 77 ST	1940
442	NE 77 ST	1939
500	NE 77 ST	1949
510	NE 77 ST	1949
515	NE 77 ST	1953
525	NE 77 ST	1951
555	NE 77 ST	1947
560	NE 77 ST	1937
565	NE 77 ST	1935
566	NE 77 ST	1937
435	NE 77 STRD	1939

LIST OF NON-CONTRIBUTING PROPERTIES

Number	Street	DATE			
5814	NE 4 CT	1972	7300	NE 4 CT	1949
5898	NE 4 CT	1960	7330 – 40	NE 4 CT	1949
5934	NE 4 CT	1938	7380	NE 4 CT	1957
5935	NE 4 CT	1938	7390	NE 4 CT	1953
5954	NE 4 CT	1971	7410	NE 4 CT	1953
5980	NE 4 CT	1957	7430	NE 4 CT	1950
5985	NE 4 CT	1949	7448	NE 4 CT	1939
5990	NE 4 CT	1968	7500	NE 4 CT	1966
6150	NE 4 CT	1960	7520	NE 4 CT	1926
6210 – 12	NE 4 CT	1961	7580	NE 4 CT	1940
6200	NE 4 CT	1960	7605	NE 4 CT	1955
6240	NE 4 CT	1968	7610 – 36	NE 4 CT	1952
6300	NE 4 CT	1962	7655	NE 4 CT	1955
6330 – 40	NE 4 CT	1964	7735	NE 4 CT	1947
6331	NE 4 CT	1958	7800	NE 4 CT	*
6335	NE 4 CT	1958	7801	NE 4 CT	1973
6400 – 10	NE 4 CT	1963	7802	NE 4 CT	1939
6440	NE 4 CT	1952	7814	NE 4 CT	1940
6464	NE 4 CT	1956	5954	NE 5 AV	1951
6550	NE 4 CT	1956	5970	NE 5 AV	1936
6600	NE 4 CT	1963	6105 – 6107	NE 5 AV	1927
6610	NE 4 CT	*	6335 – 6337	NE 5 AV	1947
6620	NE 4 CT	*	6401 – 6403	NE 5 AV	1958
6700 – 6750	NE 4 CT	1957	6428	NE 5 AV	1938
6800 – 6810	NE 4 CT	*	6620	NE 5 AV	1962
6890	NE 4 CT	1952	6701 – 6705	NE 5 AV	1951
6900	NE 4 CT	1948	6900	NE 5 AV	1926
7000	NE 4 CT	1948	6918	NE 5 AV	1950
7010	NE 4 CT	1948	7029	NE 5 AV	1955
7030	NE 4 CT	1950	7110	NE 5 AV	1939
7035	NE 4 CT	1954	7316	NE 5 AV	1933
7100	NE 4 CT	*	7640	NE 5 AV	1950
7110	NE 4 CT	*	7700	NE 5 AV	1936
7120	NE 4 CT	*	5950 – 5960	NE 5 CT	1974
7200	NE 4 CT	1950	471	NE 58 ST	1927
7240	NE 4 CT	1950	414	NE 59 ST	1954
7250	NE 4 CT	1949	465	NE 59 ST	1971
7260	NE 4 CT	*	567	NE 60 ST	1936
			577	NE 60 ST	1968

430	NE 61 ST	1962
457	NE 61 ST	1925
465	NE 61 ST	1920
473	NE 61 ST	1925
481	NE 61 ST	1925
490	NE 61 ST	2000
508 – 512	NE 61 ST	1928
522	NE 61 ST	1928
533	NE 61 ST	1971
550	NE 61 ST	1972
551	NE 61 ST	1952
552	NE 61 ST	1972
555	NE 61 ST	1972
420	NE 62 ST	1937
427	NE 62 ST	1941
431	NE 62 ST	1936
459 – 461	NE 62 ST	1937
521	NE 62 ST	1960
536	NE 62 ST	1935
576	NE 62 ST	1960
425	NE 63 ST	1936
430	NE 63 ST	1938
520	NE 63 ST	2005
528	NE 63 ST	2005
541	NE 63 ST	1958
560	NE 63 ST	1969
570	NE 63 ST	1973
571	NE 63 ST	1936
515	NE 64 ST	1940
525	NE 64 ST	1941
570	NE 64 ST	1969
432	NE 65 ST	1936
452	NE 65 ST	*
500	NE 65 ST	1988
512	NE 65 ST	1935
520	NE 65 ST	1987
525	NE 65 ST	1925
560	NE 65 ST	1937
567	NE 65 ST	1938
589	NE 65 ST	1930
500 – 510	NE 66 ST	1938

538	NE 66 ST	1986
548 – 550	NE 66 ST	1958
558 – 560	NE 66 ST	1961
564	NE 66 ST	1946
570	NE 66 ST	1935
585	NE 66 ST	1949
540	NE 67 ST	1948
550	NE 67 ST	1948
551	NE 67 ST	1957
571	NE 67 ST	1957
421	NE 68 ST	1965
450	NE 68 ST	1947
521	NE 68 ST	1952
540	NE 68 ST	1946
545	NE 68 ST	1950
550	NE 68 ST	1946
554 – 556	NE 68 ST	1960
421	NE 69 ST	1936
445 – 447	NE 69 ST	*
453	NE 69 ST	1926
469	NE 69 ST	1926
521	NE 69 ST	1935
524	NE 69 ST	1967
528 – 530	NE 69 ST	1968
546 – 548	NE 69 ST	1968
551	NE 69 ST	1938
557	NE 69 ST	1926
437	NE 70 ST	1924
438	NE 70 ST	1937
443 – 445	NE 70 ST	1948
520	NE 70 ST	1926
558	NE 70 ST	1925
559	NE 70 ST	1925
575	NE 70 ST	1924
578	NE 70 ST	1925
434 – 436	NE 71 ST	1960
441	NE 71 ST	1940
443	NE 71 ST	1940
477 – 479	NE 71 ST	1938
519	NE 71 ST	1939
531	NE 71 ST	1945

551	NE 71 ST	1950
568	NE 71 ST	1935
424	NE 72 ST	1939
427	NE 72 ST	1937
433	NE 72 ST	1939
436 – 438	NE 72 ST	1966
440	NE 72 ST	1939
446	NE 72 ST	1939
481	NE 72 ST	1926
549	NE 72 ST	1959
556	NE 72 ST	1938
560	NE 72 ST	1938
570	NE 72 ST	1966
432	NE 73 ST	1937
440	NE 73 ST	1940
490	NE 73 ST	1936
496 – 498	NE 73 ST	2004
520	NE 73 ST	1925
530	NE 73 ST	1936
535	NE 73 ST	1953
546	NE 73 ST	1936
555	NE 73 ST	1940
556 – 558	NE 73 ST	1973
437 – 439	NE 74 ST	1925
444	NE 74 ST	1936
445	NE 74 ST	1925
501	NE 74 ST	1936
511	NE 74 ST	1953
518	NE 74 ST	1939
523	NE 74 ST	1923
528	NE 74 ST	1938
536	NE 74 ST	1939

543	NE 74 ST	1940
430 – 432	NE 75 ST	1966
431	NE 75 ST	1961
438	NE 75 ST	1938
447	NE 75 ST	1946
455	NE 75 ST	1946
460 – 462	NE 75 ST	1970
511	NE 75 ST	1936
521	NE 75 ST	1952
528	NE 75 ST	1939
529	NE 75 ST	1938
436	NE 76 ST	1939
453	NE 76 ST	1936
537	NE 76 ST	1938
550 – 552	NE 76 ST	1964
551	NE 76 ST	1953
560 – 562	NE 76 ST	1963
568	NE 76 ST	1935
434	NE 77 ST	1951
452	NE 77 ST	1936
458	NE 77 ST	1936
520	NE 77 ST	1924
528	NE 77 ST	1967
536 – 538	NE 77 ST	1967
544 – 546	NE 77 ST	1967
550	NE 77 ST	1951
400	NE 77 ST RD	1968
426	NE 77 ST RD	*
466	NE 77 ST RD	*
444	NE 79 ST	1945
454	NE 79 ST	1939

VACANT LOTS

7101 NE 4 CT	421 NE 67 ST
5907 NE 5 AV	445 NE 67 ST
6300 NE 5 AV	453 NE 68 ST
7004 NE 5 AV	528 NE 68 ST
551 NE 60 ST	575 NE 68 ST
593 NE 60 ST	411 NE 69 ST
428 NE 61 ST	527 NE 69 ST
460 NE 61 ST	580 NE 70 ST
480 NE 61 ST	565 NE 71 ST
521 NE 61 ST	420 NE 72 ST
528 NE 61 ST	566 NE 73 ST
576 NE 61 ST	421 NE 74 ST
528 NE 62 ST	554 NE 75 ST
529 NE 62 ST	560 NE 75 ST
550 NE 62 ST	580 NE 76 ST
409 NE 63 ST	531 NE 77 ST
415 NE 63 ST	457 NE 77 ST RD
419 NE 63 ST	465 NE 77 ST RD
531 NE 63 ST	473 NE 77 ST RD
426 NE 65 ST	485 NE 77 ST RD
568 NE 66 ST	420 NE 79 ST

PARKING LOTS

568 NE 61 ST
573 NE 69 ST
580 NE 73 ST
577 NE 76 ST
7800 NE 4 CT
7820 NE 4 CT

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